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SUPPLEMENT TO

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1. In regard to roads used as military supply routes, and the extent of traffic on them

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The main motor road for military movement in event of war was the one from Ura-Tyube (or, one may say, from Tashkent) to Stalinabad, This was the main strategic military road in Central Asia. It was not used for military purposes, however, as there were no hostilities in that region. Prior to June 1936, the date of completion of the Tashkent-Stalinabad highway, there had been no north-south road to Tadzhikistan, which up to that time had been isolated from the north by mountain ranges, primarily the Ghizarski and Zeravshanski Khrebti. The road from Ura-Tyube to Stalinabad, then, had definitely been needed. This route traversed two passes--the Pereval Shakhristan, 3400 meters, in the north; and the Pereval Anzob, 3600 meters, to the south. The road crossed the Zeravshan River, where a ferry was utilized, and also crossed a small river three times, twice by ferry and once by bridge. Forty-five million rubles were spent to build the Ura-Tyube-Stalinabad road. The plan had called for an expenditure of 360 million rubles, which would have provided for steel bridges and 40 kms of tunnels and cuts. The tunnels would have transformed the road into one which was open all year. However, the unavailability of sufficient steel and concrete prevented the fulfillment of the original plan, with the result that the road had neither tunnels nor roadbed. However, the road was laid over hard ground in the mountains. As no military campaigns were waged in Central Asia during and immediately prior to World War II, military supplies were transported by

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railway. However, during the war with the "Basmachi" ("outlaws") in Central Asia up to 1931, the Guzar-Stalinabad road was important from the viewpoint of military use. Most of the more important military roads of Central Asia were in Turkmenistan: Kizyl-Arvat to Gasan-Kuli; Ashkhabad-Gaudan-Mesned (Iran); Kushka-Herat (Afghanistan) - Kandahar (Afghanistan) - Karachi (Pakistan); Samarkand-Guzar-Termez-Mazar-i-Sharif; and Osh to Khorog. The Khorog area was considered to be important because of its forward airfields. Up to 1941, at least, the fields were being constructed in a primitive manner. There were no concrete runways. The fields could support operations in Tibet. Incidentally, the Khorog area is the Soviet territory nearest to French Indo-China by air. No strategic roads had been built toward China and no frontier troops were stationed on the Soviet-Chinese border because war was not expected with China.

2. On the question of methods used in fording rivers where no bridges or ferries were available, there were quite a few roads in Central Asia [redacted] 25X1
[redacted] which necessitated the 25X1
fording of rivers. The rivers were at their highest from May to August, particularly in late June and early July. The best time to cross was in the early morning, because less snow melted during the night. Only horses and/or horse-drawn vehicles could negotiate the fords, because of the difficulty presented by large boulders being rolled downward by the current. [redacted] the average casualties to be expected when a unit forded a river would be about one or two men drowned out of 100 making the crossing. Motor vehicles could not drive through a real Central Asian river. If military trucks had to be gotten across, then ferries would be constructed from military equipment and the trucks would be floated across on rubber floats. 25X1

3. The Soviet Army used two methods to make strategic unimproved roads passable during rainy seasons. A "shitovaya doroga" (board road) was laid over a muddy stretch. Timbers similar to railway ties were laid perpendicular to the direction of the road. Two boards were placed on each side of the timbers and in the direction of the road, permitting vehicles to drive over the boards. A "brivenchetaya doroga" (corduroy road) was used in swampy areas. Bundles of tree branches were first placed on the route, then logs were laid on the bundles and in a direction perpendicular to the movement of traffic. One log on each side, parallel to the direction of the road, was tied to the other logs in order to fasten them together. Trucks and cars could use both types of roads. However, only the corduroy road could support tanks. Mechanical equipment was not utilized to build such roads. Sappers constructed them for troop units up through division and DEP (Dorozhnii Exploatationii Polki--Road Exploitation Regiments) built them in army and in areas further to the rear. The DEP were not under the jurisdiction of the sappers. The DEP were under the "Dorozhnoye Upravlenie" (Road Administration) found in army and higher echelons in time of war.

4. [redacted] 25X1
[redacted] The Tedzhen-Serakhs road and railway 25X1
was important only in a military sense, ie, to help develop a "platz d'armes" (base of operations) between Ashkhabad and Merv. A dirt road was first built on this route, in 1938 and early 1939. Only sappers were used on this project. In 1939, military authorities began to construct a railway on or near the road. Old rails were used. [redacted] construction work in Central Asia was halted and building operations shifted to the western USSR. [redacted] whether 25X1
the railway was completed and, if completed, whether it was finished in 1940 or at a later date.

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[redacted]

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